FOR MYSORE STATE

GOVERNMENT OF MADRAS.

Sects. II —Old 28, New 16—
112,506—19-1-56.

Agri (FR) (1956) Department.

Endorsement
D.O.
Memorandum
Lodged

No. 33273/54-1 FPL

Dated 20 - 2 - 1956.

FURTHER PAPERS.

Department.	Number.	Series.	Date.

GOVERNMENT OF MADRAS.
Agriculture(Food Production)Department.

Memorandum No.F.P.IV.33273/55-2 dated the 12th September 1955.

Sub:- Ammonium Sulphate- Imported stocks - Despatched by the Clearing and Forwarding Agents of the Government of India - Receipt and issue by Stockholders - Instructions issued.

The bulk of the State's requirements of ammonium sulphate during 1955 will be met from foreign ammonium sulphate imported through the Madras and Cochin Harbours. Unlike in 1954, the stocks of ammonium sulphate received at Madras and Cochin Harbours will be cleared and despatched by the Clearing and Forwarding Agents of the Government of India. During the year 1955 K. Viswanathan and Company, Madras and South India Corporation Ltd., Cochin are the Clearing and forwarding Agents at Madras and Cochin respectively. The following instructions are issued in regard to the receipt and issue of stocks by the stockholders.

2. The stocks of Ammonium Sulphate received from abroad are packed in bags of varying capacity such as, 50 Kilos, 52.1 kilos and 100 kilos. One kilo is approximately equal to 2.205 lbs. Accordingly 50 kilos will weigh 110.25 lbs; 52.1 kilos will weigh 114.88 lbs. and 100 kilos weigh 220.50 lbs. But the weight actually adopted by the Assistant Director(Clearance)Madras during 1954 slightly differed from the weights noted above. For instance the Assistant Director(Clearance treated 100 kilos as equal to 220.47 lbs. However, the actual weight of a bag despatched by the Assistant Director(Clearance) was not uniformally adapted as 22047 lbs. as it varied accordingly to the country of origin with the result that the bags despatched by the Assistant Director(Clearance) were of three branded weights as noted below.

220.47 lbs.
220.57 lbs.
221.80 lbs.

Hence it cannot be said that 100 kilos will weigh only a particular weight in terms of lbs. The formula that 1 kilo is equal to 2.205 lbs. will be useful only to check whether the invoiced wieght of a consignment noted in the despatch advice in terms of tons, cwt. quarter and lb. is approximately correct. To work out the invoiced or branded weight of a bag by multiplying the number of kilos gy 2.205 lbs. will not, therefore, be correct. But the branded weight of a bag may be arrived at by dividing the invoiced weight of a consignment by the total number of bags comprised in that consignment. This weight should therefore be adopted for purposes of accounting of the stocks received from the Clearing and Forwarding Agents and release of stocks to the distributors appointed under the State Trading Scheme in accordance with the instructions issued in the Board's Ref.No. 12768/55-2 FP.I. dated 29-3-55.

3. The imported stocks of ammonium sulphate are supplied by the Government of India to the State Government under the Central Pool arrangements at the pool price of Rs.315/- per ton F.O.R freight paid to rail head destination. The price to be charged in respect of the releases made by the stock holders to distributors is Rs.320/- per ton plus the usual sales tax as before as in the case of supplies made from Sindri.

p.t.o.

4. Sound bags whose branded weight is 100 kilos should be released with reference to the instructions issued in Government Memorandum No.FP.IV.30313/54-6 dated 25-12-54. Sound bags whose branded weight is 50 kilos or 52.1 kilos should also be released with reference to the above instructions. Shortages upto a limit of 1.67 of the gross branded weight of the bags should be ignored in allcases following the general instructions issued under point V of para 2 of memorandum No.FP.IV.C.19874/54-2 dated 21-7-54.

5. Torn and slack bags received from the clearing and Forwarding Agents should be standarised before release in accordance with the instructions issued in the Government Memorandum No.FP.IV.30313/54-6 dated 25-12-54. The expenditure incurred in this connection should met by the stockholders in the first instance and it will be re-coupedg to them subsequently with reference to the orders issued in G.O.MsNo.221 Agriculture(Food Production)Department dated 16-6-55.

P. Sivasankaran Pillai,
Deputy Secretary to Government(Ex-Officio)

To
All Collectors.
All Stockholders.
Registrar of Cooperative Societies,Madras.
Director of Agriculture,Madras.
F.P.I. 3 copies.
FP.IV.B. and C.

/True copy/

Copy of Memo No.FP.IV.33273/55 dated 1-2-56 from the Agriculture (Food Production)Department.

Sub:- Ammonium Sulphate - Imported stocks Despatched by the Clearing and Forwarding Agents of the Government of India - Receipt and issue by the Stockholders - Meaning of the terms invoiced weight, R.R. weight etc. further instructions - Issued.

Read:Government Memo No.F.P.IV.33273/55-2 dated 12-9-55.
2. Board's Reference 12768/55-2(F.P.I) dated 29-3-55.

In the Government Memo cited, instrudtions have been issued that the branded wieght of a bag may be arrived at by dividing the invoiced weight of a consignment by the total number of bags comprised in that consignment. This procedure will be applicable when the branded weight of a bag is not intimated by the Clearing and Forwarding Agents in advance, or when it is not stencilled on any of the bags received. The following points have been raised by the Collectors of Ramanathapuram and Madurai for clarification

P.T.O.

(i) whether the invoiced weight of a consignment means the weight of the consignment as entered in the Railway Receipt or the weight as intimated by the Clearing and Forwarding Agents as gross weight in their letter of "Intimation of Despatches" forwarding the Railway Receipt and

(ii) whether the bags can be released for sale on the basis of the average of the Railway Receipt weight when the Railway Receipt weight is more than the invoiced weight.

2. The following instructions are issued:-

SINDRI STOCKS:- The invoiced weight of each consignment is intimated in the Despatch Advices forwarded to the Government Stockholders by the Sindri Factory direct. This invoiced weight should be accounted for in the "Receipts" column of the Stock book by the Government Stockholder and the Collector It may be noted in this connection that in the case of stocks received from Sindri, the invoiced weight and the R/R weight will invariably agree and no differences will be met with.

IMPORTED STOCKS:- The invoiced weight will represent the total value of the consignment for which book debit will be raised by the Government of India through their Clearing and Forwarding Agents by the issue of "Issue Vouchers". In the case of imported stocks orders of the Government of India, Ministry of Food and Agriculture, exist to the effect that the R/R weight of a consignment should be adopted as the "Invoiced weight of the consignment and that there should be no difference between the two weights.

2. It will thus be evident that the Invoiced weight and the Railway Receipt weight are different. The invoiced weight of a consignment is generally arrived at by multiplying the branded weight of a bag by the total number of bags comprised in that consignment; but the Railway Receipt weight is arrived at by the Railway by selecting at random a certain percentage of the bags to be loaded and calculating the weight of the consignment on the basis of the average weight of the bags so selected vide Rule 15 of the Goods Tariff General Rules of the Southern Railway. The Regional Director(Food), Southern Region, Madras has been addressed to issue suitable instructions to the Clearing and Forwarding agents of the Government of India to adopt the R/R weight of a consignment only as the Invoiced weight in the 'Issue' Vouchers. The Stockholder while acknowledging receipt of stocks and the Collector while countersigning the acknowledgment may verify whether the R/R weight only is adopted as the invoiced weight", by comparing the weights furnished in column (9) of the standard form of "Issue Vouchers" with those noted in the R.R. Registers. As already instructed in para 2 of Board's Circular No.12768/55-2 DP.I. dated 29-3-55

p.t.o.

it is a standing principle that the invoiced weight of the consignment only should be brought to account on the Receipt side of the stockbook of the Stockholder. It will be observed however, that while in the case of Sindri stocks the invoiced weight and the R/R weight will invariably agree in regard to imported stocks, the R/R weight only should be adopted by the Clearing and Forwarding Agent as the invoiced weight of the consignments according to the orders of the Government of India. In cases where the actual weight of a consignment on arrival, is less or more than the invoiced weight, the difference should be treated as a shortage or as an excess, as the case may be, and should be accounted for accordingly. The R.R. weight as such does not enter into calculations. In the circumstances explained above the question of adopting the average of the R/R weight when that weight is in excess of the Invoiced weights for proposes of release and sale of the bags will not arise.....

Id. V.H.B.
A.S.1
1-2-56

To
All Collectors
All Stockholders
Director of Agriculture, Madras.
Registrar of Cooperative Societies, Madras.
Copy to F.P.IV.
Copy to Stock File.

/True copy/

Copy of Memo No.F.P.IV.33273/55 dated 7-2-56 from the Government of Madras Agriculture (Food Production) Department.

Subr- Ammonium Sulphate - State Trading Schome Purchase and distribution of Ammonium sulphate - Receipt of torn and damaged bags - Standardisation and sale - Instructions issued.

Read:-1. Government Memo No.F.P.IV.C.30313/54-3 dated 29-10-54.
2. Government Memo No.F.P.IV-C.30313/54-6 dated 25-12-54.
3. Government Memo No.F.P.IV.33272/55-2 dated 12-9-55.

In the Government Memo second and third cited, instructions were issued that sound bags should be released for sale by the stockholder according to the branded weight of the bags and only torn slack and damaged bags should be standardised before release. It has now been brought to the notice of the Government that the local officers do not exercise proper discretion in the matter and insist on the standardisation of bags which appear to be slack but are really sound. The Government observe that the espenditure on the standardisation of bags should be kept down to the minimum possible and standardisation should only be resorted to in cases where it is absolutely necessary. The Following further instructions are issued in this regard.

If a large proportion of the bags received in a consignment are found torn contents dropping etc and if it is not found practicable to stitch the holes or otherwise mend the bags to keep the contents from further spilling or if the containers have become so worn out that monding and restitching the bags will be of no use, standardisation and rebagging of such bags should be resorted to . If the stitched mouths of bags

in a consignment are found to have given way or are found cut or damaged they should be properly mended or restitched to prevent spillages and disposed of.

Standardisation of torn and damaged bags should be undertaken only when the container is in such a bad wornout or damaged condition that there is every possibility of the fertiliser spilling or dripping out to a considerable extent resulting in a depletion of the contents. Instructions already exist that in the case of slack bags the gross weight of which is well below 98% of the branded weight they may be released on the basis of their actual weight. This procedure should be normally followed and standardisation of bags should be resorted to only in rare and exceptional cases and standardisation involves additional expenditure to the Government apart from the loss by way of shortage Before launching on standardisation and rebagging the stockholders should call in a responsible Government official preferably a Gazetted Officer under the Collector to survey the nature and exact condition of the consignment on arrival. The Collector's representative should report urgently to the Collector all the facts relating to th consignment and orders of the Collector should be obtained before standardisation and rebagging is taken up. The Collectors should, while submitting to the Board the bills of Government stockholders for recoupment of rebagging and standardisation ~~bags~~ charges furnish a certificate that rebagging and standardisation of the bags were absolutely necessary and that the charges claimed in the bills ~~are~~ have been scrutinised by a reference to sub vouchers produced and that they are reasonable and do not exceed the local market rates.

Id.V.H.B.
A.S.1
1-2-56

To
All Government Stockholders
All Collectors.
Director of Agriculture,Madras.
Registrar of Cooperative Societies,Madras.
F.P.IV.
Stock File.
Accountant General,Madras.
DA.XXVI. CS Section.

/True copy/

SUPERINTENDENT.

P.P./11/8
C-
R. RSC